

Baltimore Inner Harbor Master Plan

December 2003

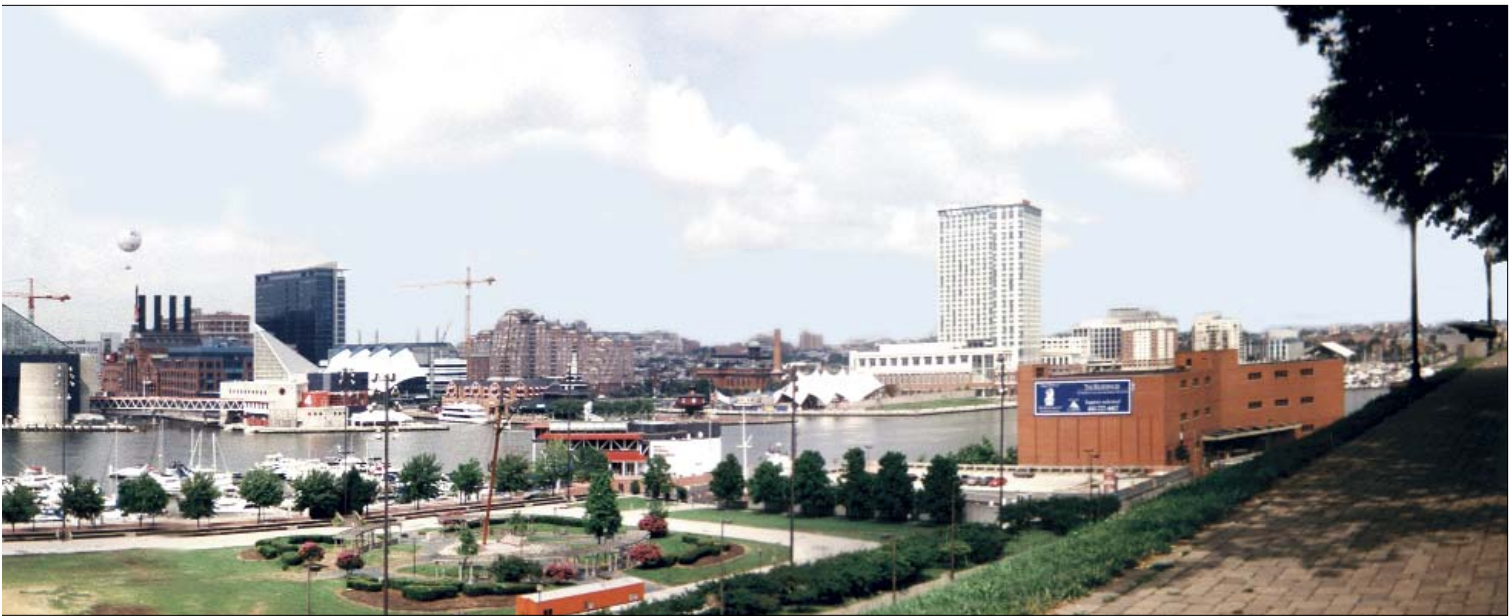


Baltimore Inner Harbor Master Plan

December 2003



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Introduction

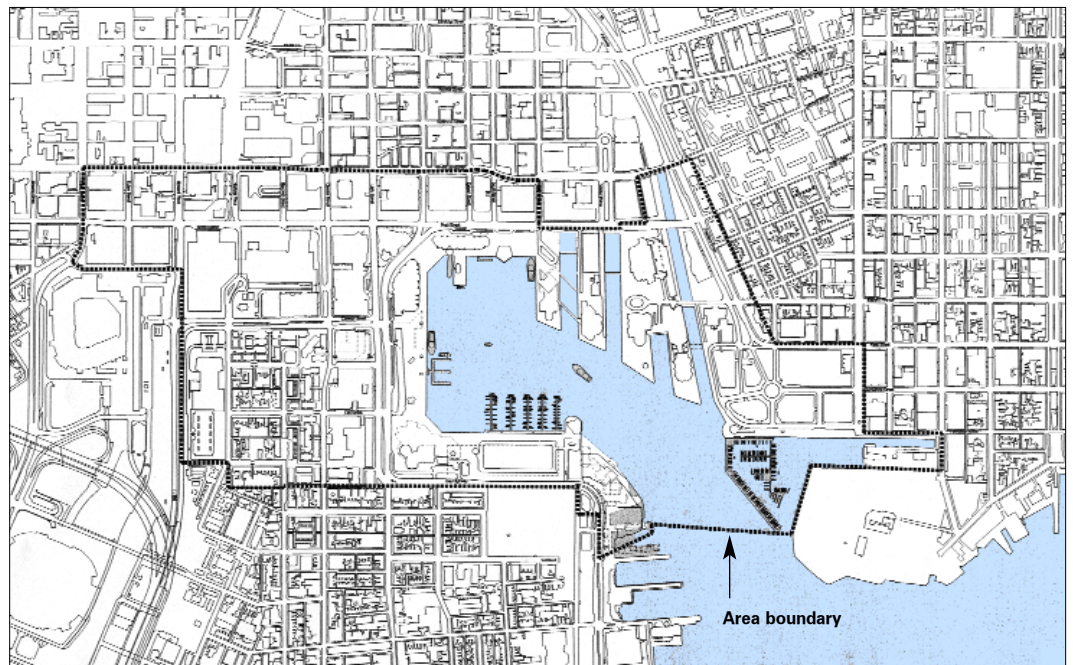
Beginning in June 2002, the Master Plan Team has been preparing a Master Plan and providing design review services to assist the City of Baltimore Development Corporation (BDC) plan for and regulate currently proposed and future development in the Inner Harbor. The BDC also established an Advisory Council composed of representatives from government agencies, civic leaders, and community groups to review and comment on all key stages of the study. A Working Group with representatives from the BDC, the Department of Planning, and the Department of Transportation reviewed and commented on all phases of the study.

We were asked to address two questions as part of the study:

1. What are the obstacles that inhibit the Inner Harbor from achieving greater attractiveness and sustainable success?
2. How can Baltimore enhance connectivity between the Harbor and its surroundings?

Baltimore's Inner Harbor is unique and its redevelopment since the 1960s has been the model for many waterfront cities around the world. The success of the Harbor's 1965 master plan in the last forty years has led the City to recognize the need for further master planning to ensure the original guiding principles are renewed and that the Inner Harbor continues to develop and be managed in a manner consistent with its role in the city.

For the purposes of the study, the Inner Harbor Inner district extends from Camden Yards to the former Allied Signal site and from Pratt Street to the foot of Federal Hill. The district encompasses an area of 375 acres and contains some of Baltimore's major civic spaces and cultural institutions.



Study area

Major events in the Inner Harbor precinct suggested the timeliness of the study:

- Expansion of the National Aquarium on Pier 3 and improvements to the bus drop off and surrounding open space on Pier 3
- Expansion of the Maryland Science Center
- Construction of the new Visitor Center on the West Shore
- A new office building on Pier 4 and a parking structure on Pier 6
- Detailed development planning in Inner Harbor East
- Master planning efforts at the former Allied Signal site
- Potential development of parcels 6A/7A in the Inner Harbor West area
- Major transportation initiatives: East-West connector, Baltimore Regional Rail System, and Maglev

Given the civic importance of the Inner Harbor to Baltimore, a three-step process was followed in the study: analysis, options, final plan. Analysis involved review of policy goals, community issues, historic concerns, and existing key physical characteristics and conditions. Focus group interviews were held to assist in identifying key issues to be addressed in the study. The analysis concluded with a series of design principles that established the rationale for the overall framework and guided the rest of the work.

A considerable amount of time was spent developing a variety of design options for the overall area and for specific places within the Inner Harbor. These were presented and discussed with the BDC, the Working Group, and the Advisory Council with an emphasis on narrowing choices to a consensus that meets as many principles as possible.

In the final plan phase, specific recommendations for over two-dozen sites within the Inner Harbor were prepared. Plan recommendations were grouped according to the following categories: Open Space & Waterfronts; Streets and Streetscape; and Development. A number of master plan drawings were prepared to illustrate the physical implementation of the plan.

Presentations to the public and to the Advisory Council of the final plan direction were given in February 2003. Based on comments received in those meetings, a specific study was undertaken of proposed traffic modifications. The results from this study were incorporated into the Plan and a final public presentation was given to the Baltimore Department of Planning's Design Advisory Panel in August 2003.

Summary Recommendations

The Master Plan is designed to build upon the strengths of the Inner Harbor and Downtown renewal efforts, to reinforce the principles of the 1965 Master Plan, and to expand the concept of the Inner Harbor to a larger context and public realm.

Key aspects of the Plan include transforming “the ring road system” of Key Highway, Light, Pratt, and President Streets into a more pedestrian-oriented, interconnected waterfront boulevard. The Plan also shows how to reinforce and/or establish visual and physical connections from nearby neighborhoods to the water, each terminating at the Harbor’s edge in a designed public place that extends the view and experience of the Harbor. The Plan suggests strategies for creating a better balance between vehicular traffic and pedestrians and encourages planning for future mass transit accessibility. The Plan proposes significant improvements to the South Shore and West Shore as enlarged and rejuvenated public parks.

The Master Plan recommends reasonable guidelines for development fronting the Harbor (footprint, scale, height). The Plan identifies a primary waterfront promenade route.

In addition to the land side proposals, the Plan proposes to organize the Harbor waterfront around four water-related districts and to bring out the unique physical qualities, distinct mix of uses, and connections to its adjacent land side area. Each water side district may contain its own integrated grouping of smaller, special areas and places. These districts can become the basis for updated urban renewal plans or become special places within a future, single planning district.

Together the design principles, recommendations, and illustrative plans celebrate the unique character and potential of Baltimore’s Inner Harbor and provide a vision for its future.

Matrix

Issues	Principles	Guiding Themes	Key Recommendation Sites
The Changing Character of the Inner Harbor	Expand the role of the Inner Harbor as the defining feature of an expanded waterfront, while reconfirming the spirit of the 1965 Plan.	Theme 1. Open Space & Waterfronts	<ul style="list-style-type: none"> South Shore Park South Shore Underground Parking Science Plaza and Battery Avenue Overlook West Shore Park McKeldin Plaza North Shore, Area 10 Piers and Slips Waterside Activities Water Plan Concert Pavilion
Water Side Activities	Organize the Harbor around four water-related districts.	Reinforce the Inner Harbor district's focus on its Open Spaces, Waterfronts, and the Inner Harbor itself – Baltimore's great Public Space.	
	Develop a water plan coordinated with landside activities.	Make permanent existing open spaces and new open space.	
Open Space Quality and Character.	Enhance and extend the Inner Harbor's open space environment.	Clarify and extend the public promenade.	
The Perimeter Roadway	Transform the ring road into a Waterfront Boulevard.	Theme 2. Streets & Streetscape	<ul style="list-style-type: none"> Harbor Boulevard Key Highway, from Henry to Light Key Highway and Light/Hughes intersection Light between Key Highway and Conway Light/Pratt Intersection Pratt between Light and President Conway Street Improvements Conway /Howard Intersection Conway/Sharp Conway/Charles Light /Conway Pratt Street Malls
Traffic and Transportation	Provide a better balance between vehicular traffic and pedestrians.	Transform the Inner Harbor Streets into a high quality pedestrian environment and enhance the transportation network.	
Parking / Transit	Plan for future mass transit accessibility.		
Views, Visibility, and Water Access	Reinforce existing and create new view corridors to the water, its landmarks, and/or open spaces.		
Connections to Neighborhoods	Connect surrounding Neighborhoods and Special Districts to the Harbor.		
Buildings and Architecture	Encourage a diversity of building types, while establishing strict design guidelines to properly frame the Harbor.	Theme 3. Building Development	<ul style="list-style-type: none"> Propeller Yard McCormick Spice Site Sites 6A/7A Pier 6 President Street Development Lancaster Street, Central Avenue to Caroline Street Former Allied Signal Site
Governance	Encourage a continued mix of uses on the waterfront.	Ensure existing and future development contributes to a dynamic, economically sustainable, mixed-use district which contributes to the larger civic realm.	
	Consolidate existing planning and urban renewal districts into a single planning district.		

Analysis

The study site was limited to the areas fronting the Inner Harbor and bounded roughly by Pratt Street to the north, the former Allied Signal site to the east, the Propeller Yard to the south, and Paca Street to the west. The irregular edges correspond to existing planning district boundaries in the City of Baltimore.

Some pluses and minuses of the Inner Harbor that were perceived early in the process:

- Pluses:
- Success of the Harbor as a cultural and retail/tourist destination
 - Connections to the city (eg. Calvert Street)
 - Resurgence of development
 - Expanding Downtown
 - Baltimore's "Central Park" resource—the Harbor



Looking east from the West Shore



Looking north to Calvert Street



- Minuses:
- Traffic and parking dominate
 - Perceived scale of development
 - Pedestrian environment and connections compromised
 - Amount of "permanent" quality open space seems inadequate, is difficient

A number of issues were identified in the analysis phase. The recommendations of the master plan must confront these issues and resolve them into a single, coherent, unique design proposal. These issues become the key underpinnings of the physical plan.

1. The changing character of the Inner Harbor:

In the last 45 years the Harbor has changed from an industrial precinct to a cultural center and the major civic open space for Baltimore. However, it is still a relatively isolated destination. While it is Baltimore's Central Park, its most "public room", it is largely isolated from the neighboring districts around it.



1950s



1980s



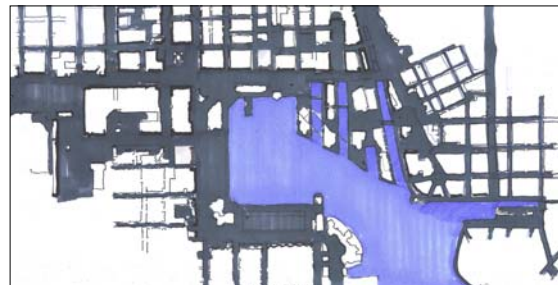
2000



View of Inner Harbor from Federal Hill

2. Waterside Activities:

Water covers over 90 acres, or 25%, of the Inner Harbor district. Greater coordination of waterside activities (historic boats, excursion boats, long stay and temporary tie-ups, water taxis) and temporary events will better recognize its role as Baltimore's most important public space.



Figure/ground



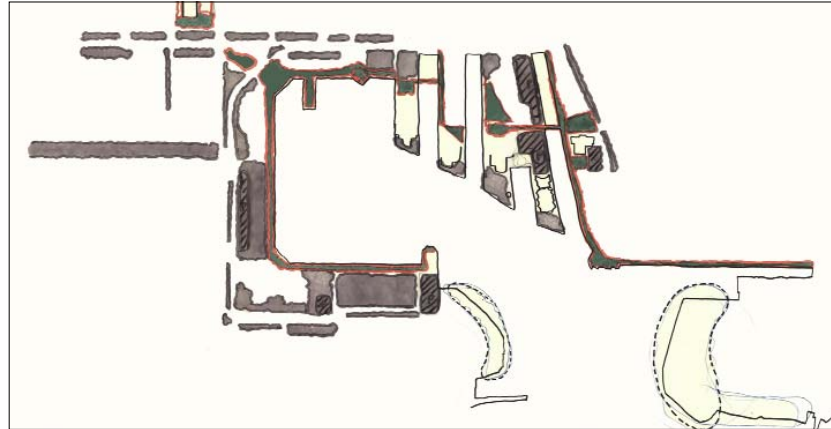
Lancaster Street

3. Open Space Quality and Character:

The quality and character of the paths, parks, and other public areas are not consistent with the civic role of the Inner Harbor. They should be improved and maintained at a standard appropriate to their role as Baltimore's premier open space.



Piers and slips



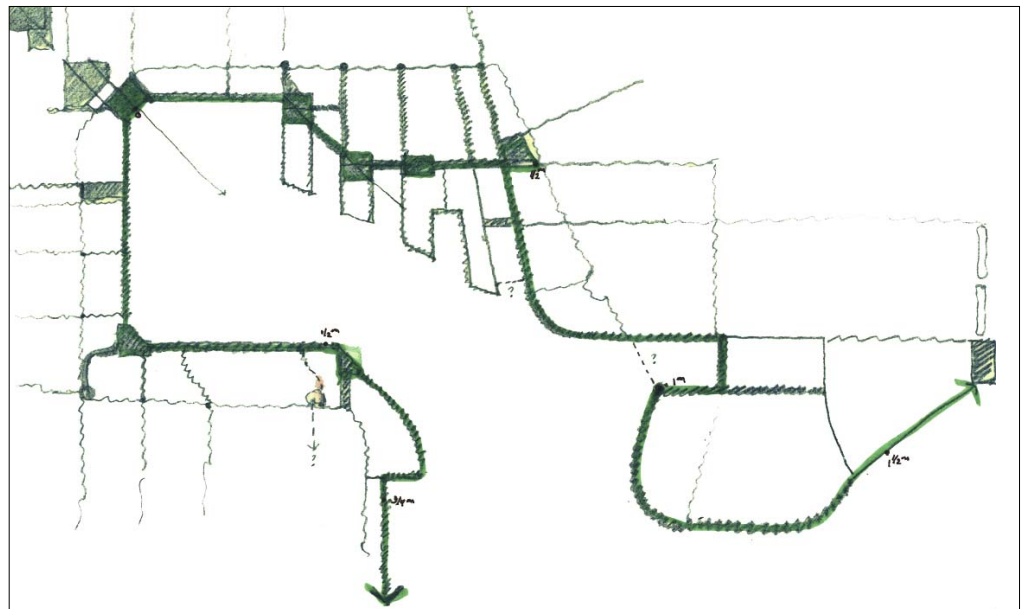
Good space — Underutilized space — Potential new

4. Pedestrian Circulation and the Promenade:

There is no single, designated promenade route around and in the Inner Harbor. A clear route should be established. This is especially true of the piers and slips area where there is potential to continue the promenade so clearly defined on the West Shore. The planned multi-use trail should link the Gwynns Falls Trail from the south and the Jones Falls Trail from the north.



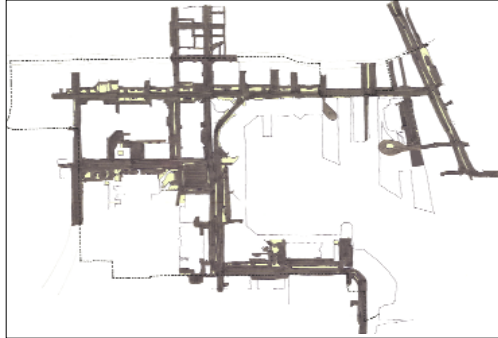
Pratt Street



Pedestrian way

5. The Perimeter Roadway:

The ring road system of Key, Light, Pratt and President Streets surrounding the Harbor is a barrier and must be redesigned to create an inviting, pedestrian-friendly environment. Improvements will also make the roadway more appealing for visitors.



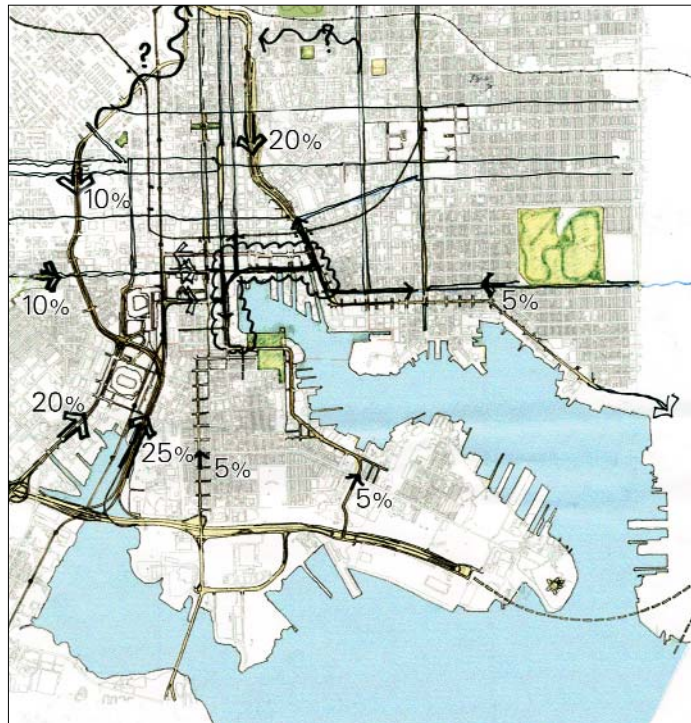
Existing streets and pavements



Crossing Light Street at Conway

6. Traffic and Transportation:

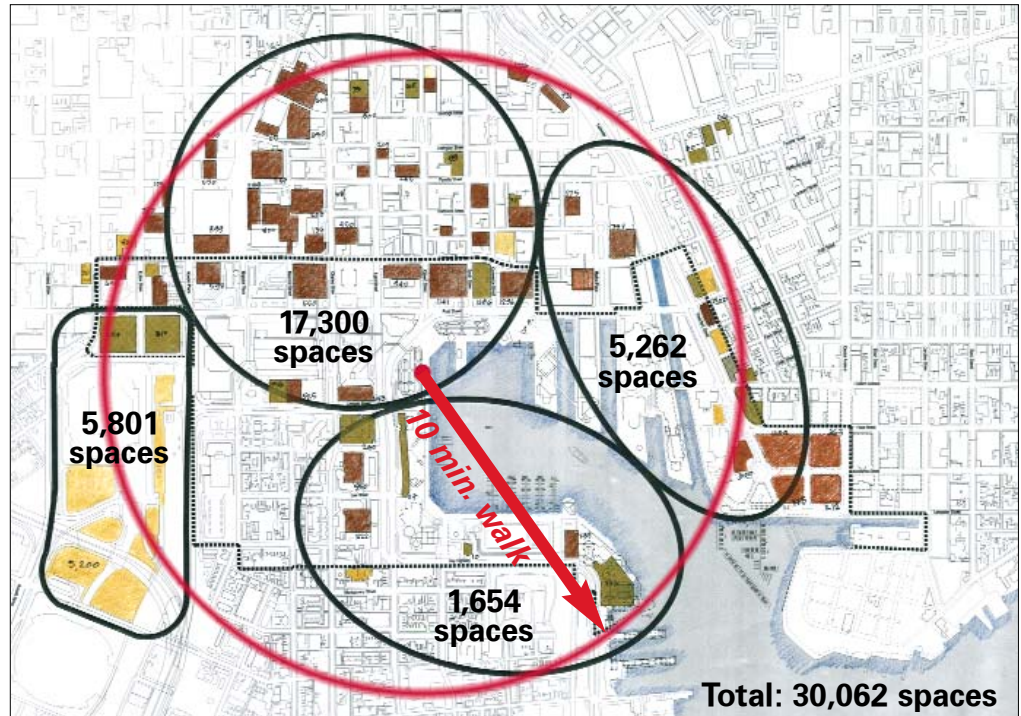
A high volume of traffic passes through the Inner Harbor. The Plan must better distribute traffic throughout the existing network to take pressure off the roads fronting the Harbor. The Plan must also allow for and accommodate future transportation initiatives, including the east-west connector, Baltimore Regional Rail Plan, and Maglev.



Major routes

7. Parking:

There are over 30,000 parking spaces within a 10 minute walk of McKeldin Plaza. Some of this parking is taking up valuable open space on the Harbor and should be removed. No new above ground parking structures should be permitted within the ring road.



Parking in the Inner Harbor

8. Buildings and Architecture:

There have been some successful new developments but much could be better. Strict guidelines need to be agreed upon to preserve and reinforce the frame of buildings surrounding the Harbor with active frontages and appropriate bulk controls to reinforce views to the water. Several key sites around the Harbor are yet to be developed and they should be planned to have a greater engagement with the public realm of the greater Harbor.



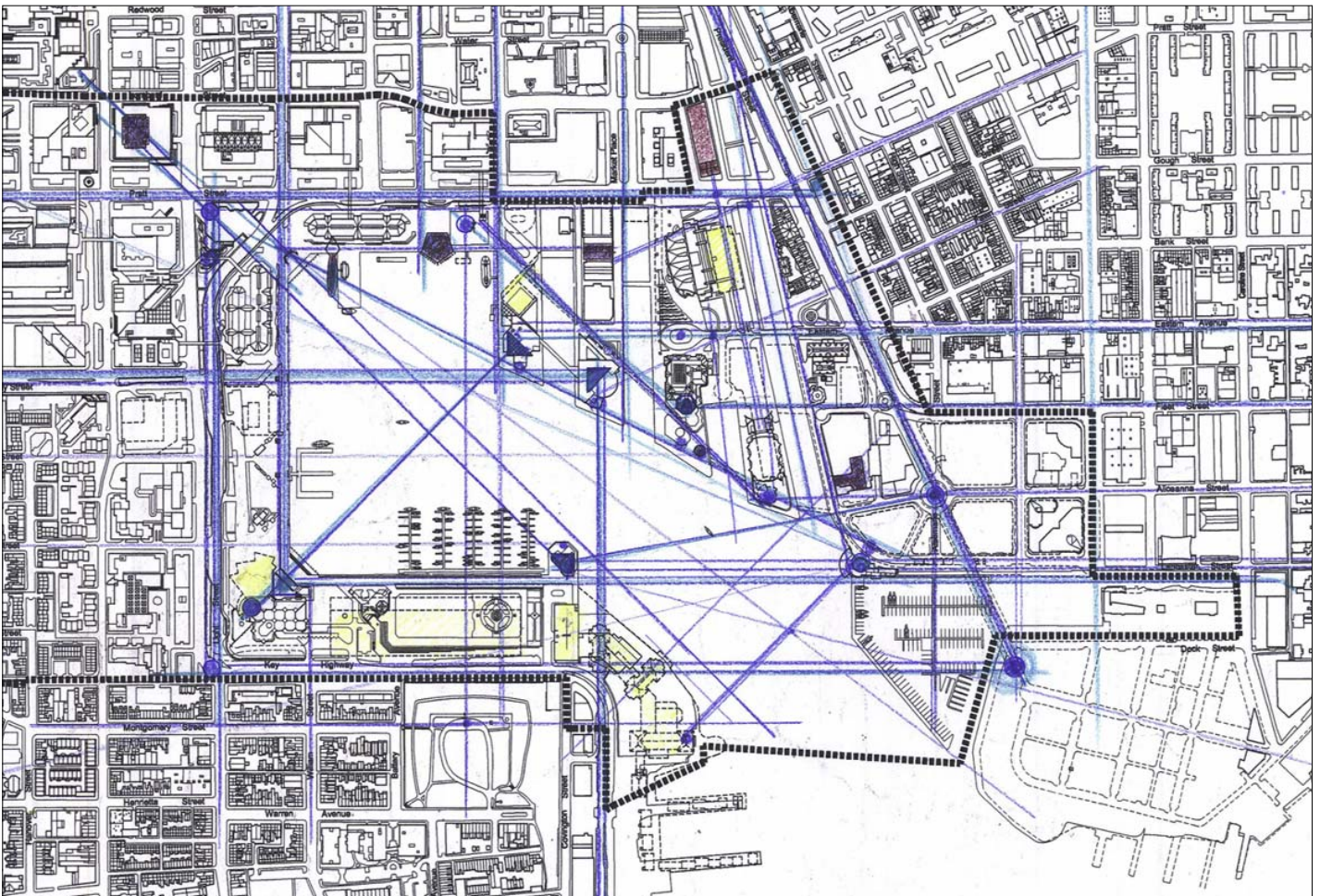
President Street



Key Highway

9. Views, Visibility and Water Access:

The 1965 master plan envisioned clear lines of access to the water and to the key cultural elements. Much of this logic has been lost and it is often difficult to see the water from fronting streets.



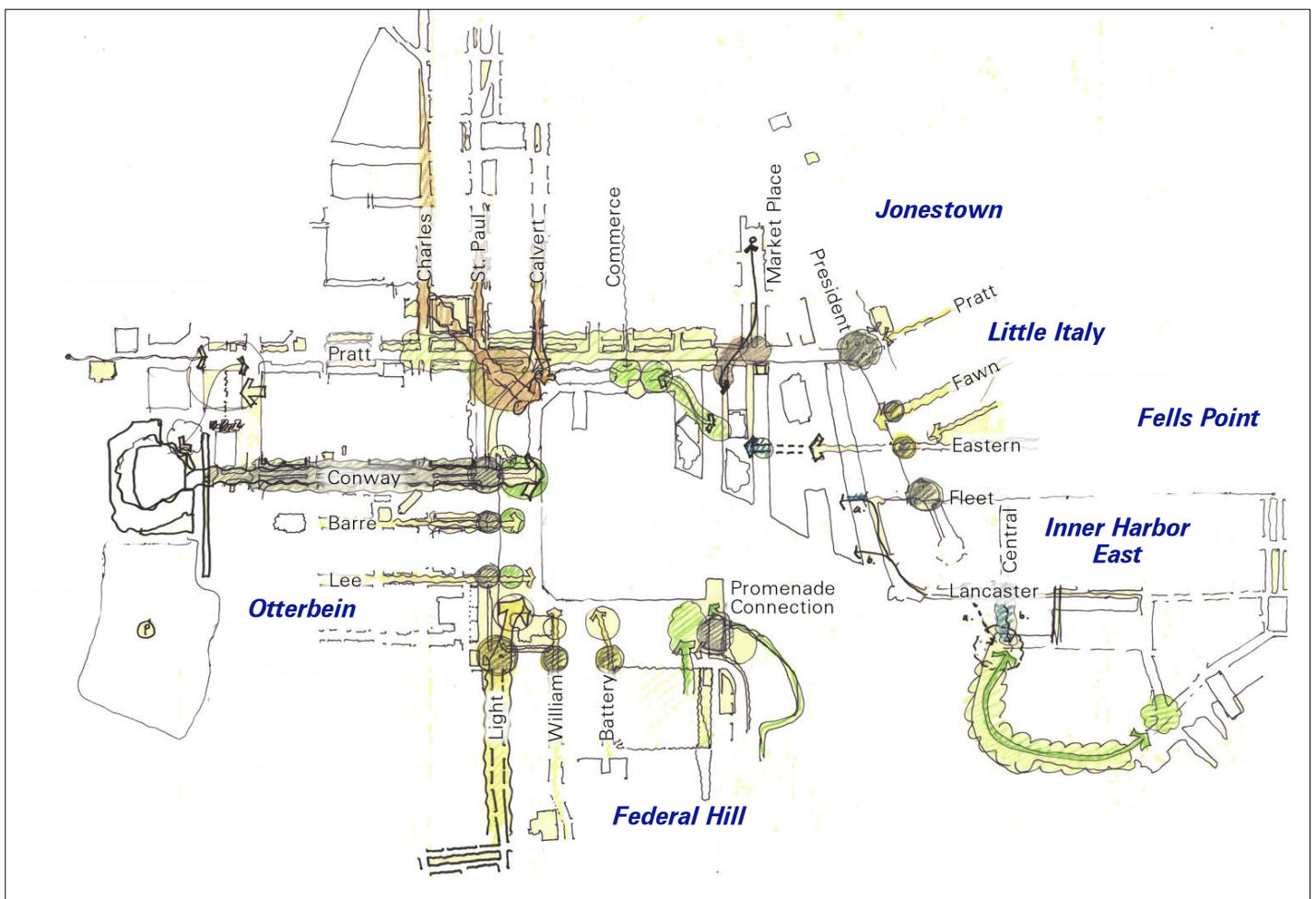
Views and Visibility



Conway Street

10. Connections to Neighborhoods:

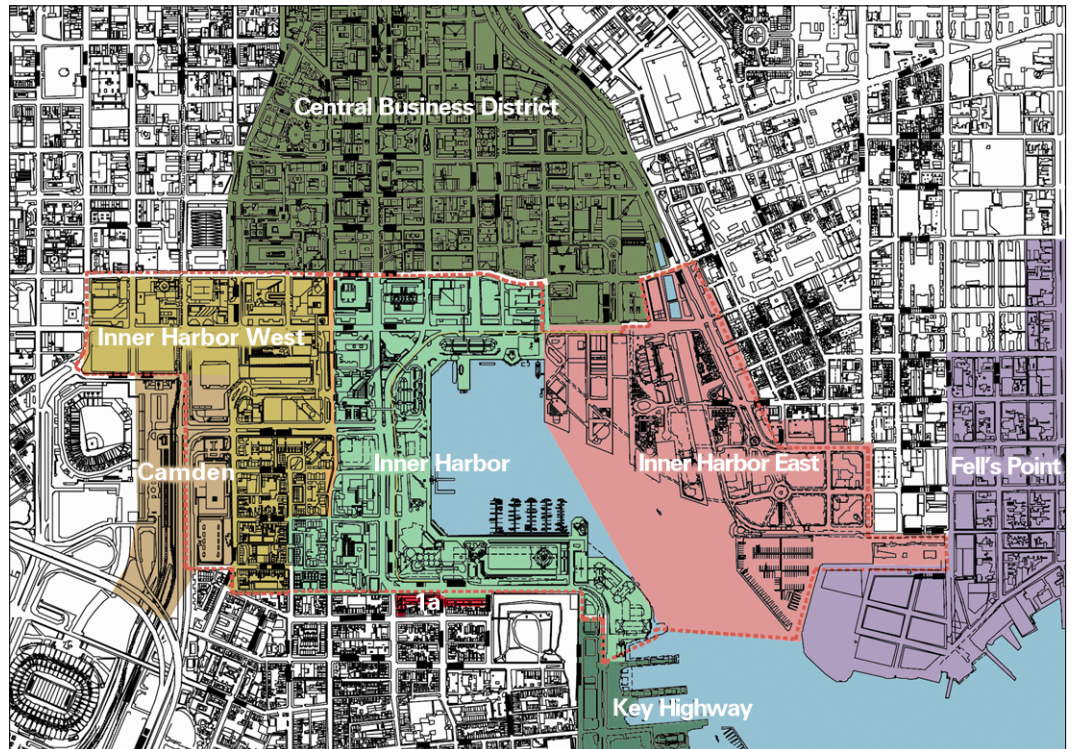
The neighborhoods of Federal Hill, Otterbein, Jonestown, Little Italy, Fells Point and Inner Harbor East should be better integrated with the Inner Harbor to ensure that visitors, workers, and residents fully benefit from the Harbor.



Connections

11. Governance:

The Inner Harbor area contains or fronts all or part of eight different planning districts. The ongoing planning, development, and management of the district could be more effectively undertaken through the establishment of a single planning district.



At the conclusion of the Analysis phase, we identified, along with the Working Group and Advisory Council, a number of sites to be looked at in the Options phase. These sites subsequently became the object of specific design recommendations in the final plan phase. These sites can be divided into open spaces, streets and streetscape improvements, and building sites:

Open Spaces & Waterfronts:

South Shore - Rash Field

South Shore Parking

South Shore - Science Plaza and Battery Street Overlook

West Shore

North Shore, Area 10

Piers & Slips (Public Promenade, Bridges, Pier Tips)

Water use (Sculpture as Infrastructure, Lighting, Floating Theatres)

Streets & Streetscape:

Harbor Boulevard (Key Highway, Light, Pratt, President Streets)

Key Highway & Light Street

Conway Street

Pratt Street & Malls

McKeldin Plaza

Bridge access to the former Allied Signal site

Aspects of traffic engineering

Building sites:

Propeller Yard (proposed Ritz Carlton site)

McCormick Spice site

Parcels 6A/7A

North Shore, Area 10

Pier 6

President Street development

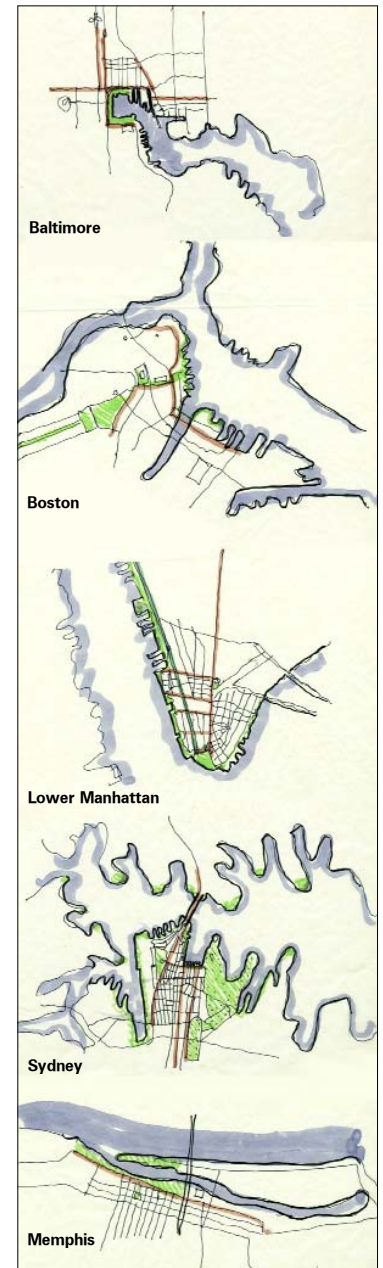
Inner Harbor East, Lancaster Street development

Former Allied Signal site

Precedents

For 40 years, Baltimore's Inner Harbor has been the benchmark for the way to reinvigorate or create mixed use urban waterfronts. Other cities now can provide lessons for ways to improve and better manage the streets, parks, and future Harbor events. Key precedents which were considered in the Study include:

Streets and Plazas:	Mount Vernon Place, Baltimore Champ Elysees, Paris Market Street, Embarcadero, San Francisco Bay Front Drive, Sarasota
Open Space:	Toronto Music Garden, Toronto Bryant Park, New York, New York
Waterside Events:	Floating Drama Theater, Venice Night Light Shows, Sydney Dynamic Fountains, Las Vegas Geneva Lake Jet Captain Cook Jet, Canberra
Promenade:	Battery Park City, New York Sydney Harbor
Piers and Slips:	Gantry Plaza State Park, Queens, New York Embarcadero Pier Tips, San Francisco Boston South Seaport, Boston



Design Principles

The analysis looked at what already exists and identified the strengths and opportunities in the Inner Harbor that the master plan can build upon. In order to guide the options and plan development, a set of Design Principles was formulated. The Principles emerged from the analysis phase. They are “big picture” observations which together form a vision for the future of the Inner Harbor, set goals to be striven for, and establish priorities for the plan.



1965 Plan

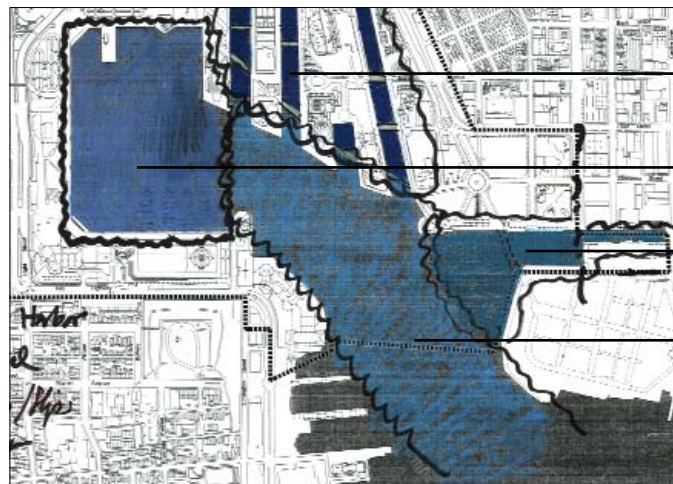
1. Reconfirming the 1965 Plan and its design intent

Build upon the strengths of the Inner Harbor & Downtown renewal efforts, and reinforce the principles of the 1965 Master plan.

Expand the concept of the Inner Harbor to a larger context and public realm.

2. Site Organization

Establish four Water-related districts, each focused around a distinct body of water.



Water Districts

Piers & Slips

The Basin

The Inlet

The Channel



Greater Harbor

3. A Water Plan

Develop a water plan to integrate uses on land with waterside activities. Ensure any future management plans for the water are consistent with the Maritime Master Plan (draft 2002).

4. Open Space and Civic Use

The Greater Harbor

As the City of Baltimore's central, city-wide, shared amenity, recognize the Inner Harbor as an open space that orders and connects a complex collection of waterfront neighborhoods, parks and trail systems, and civic amenities of the Greater Harbor.

The Inner Harbor

- Design the Harbor Front as a seamless extension of Baltimore's existing public realm.
- Upgrade and/or retrofit existing open spaces and redesign key spaces.
- Extend and clarify the promenade.
- Maximize public space opportunities at pier tips and street endings.
- Establish a permanent home for a new public concert facility.
- Redesign the West Shore and South Sore (Rash Field) as recreational parks.
- Consider lighting and wayfinding plans to enhance the visitor's experience of the Inner Harbor.



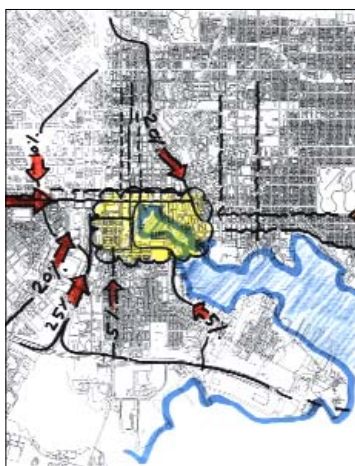
Waterfront Boulevard

5. Street Network

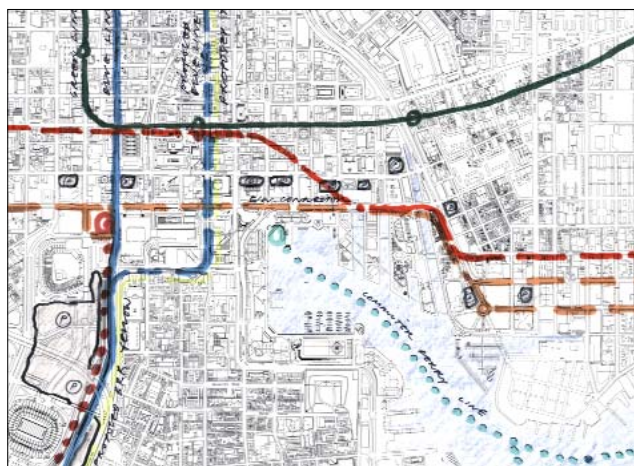
Transform “the ring road system” of Key Highway, Light, Pratt, President and Lancaster Streets into a more pedestrian-oriented, interconnected waterfront boulevard.

6. Traffic and Public Transportation

- Develop a better balance between through traffic, downtown oriented traffic, and truck traffic with pedestrian access to the waterfront.
- Coordinate redevelopment efforts with the proposed East-West Connector, Baltimore Regional Rail System, and Maglev — a proposed magnetic levitation rail line linking Washington D.C. and Baltimore — to ensure the Inner Harbor can be appropriately serviced.



Through traffic



Public transportation

7. Views and Visibility

Reinforce existing and establish a series of new clear view corridors to the water, to landmark buildings, and to key open spaces



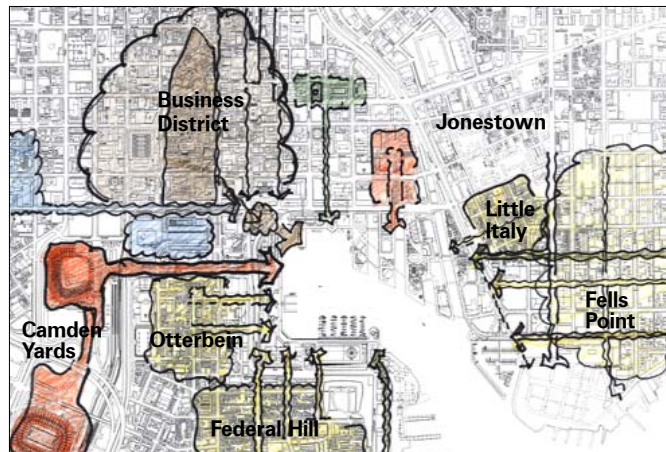
Primary view corridor



View corridors

6. Connections to Neighborhoods and Special Districts

Reinforce and/or establish visual and physical connections from nearby neighborhoods to the water, each terminating at the Harbor's edge in a designed public place that extends the view and experience of the Harbor inboard to the City.



Connections to neighborhoods



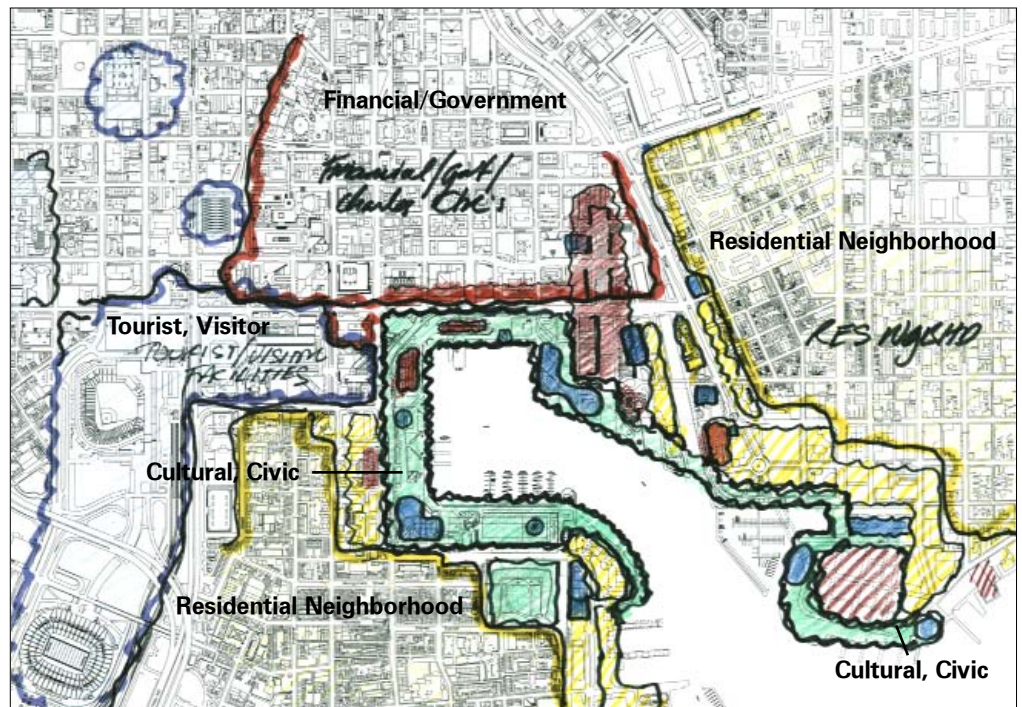
Buildings and architecture

9. Buildings and Architecture

Create a diversity and variety of building types, scales, shapes, and heights to frame, important street and view corridors. Adopt design guidelines that control building size, orientation, height and scale; in general reinforcing the pattern of low-rise at the water's edge stepping up in height away from the water.

10. Land Use

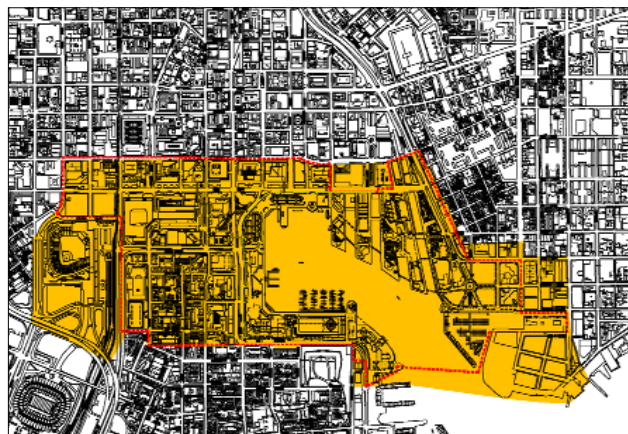
Encourage cultural, retail, civic, restaurant, recreation, and entertainment uses within the Harborfront "ring", and discourage large office buildings, hotels and parking facilities.



Land use

11. Governance

Explore consolidating the existing urban renewal areas of the Inner Harbor West, Camden, Inner Harbor, and Inner Harbor East into a single planning district. Consider including the stadiums and the former Allied Signal site as part of the new planning district, recognizing the key role they play in the district now and into the future.



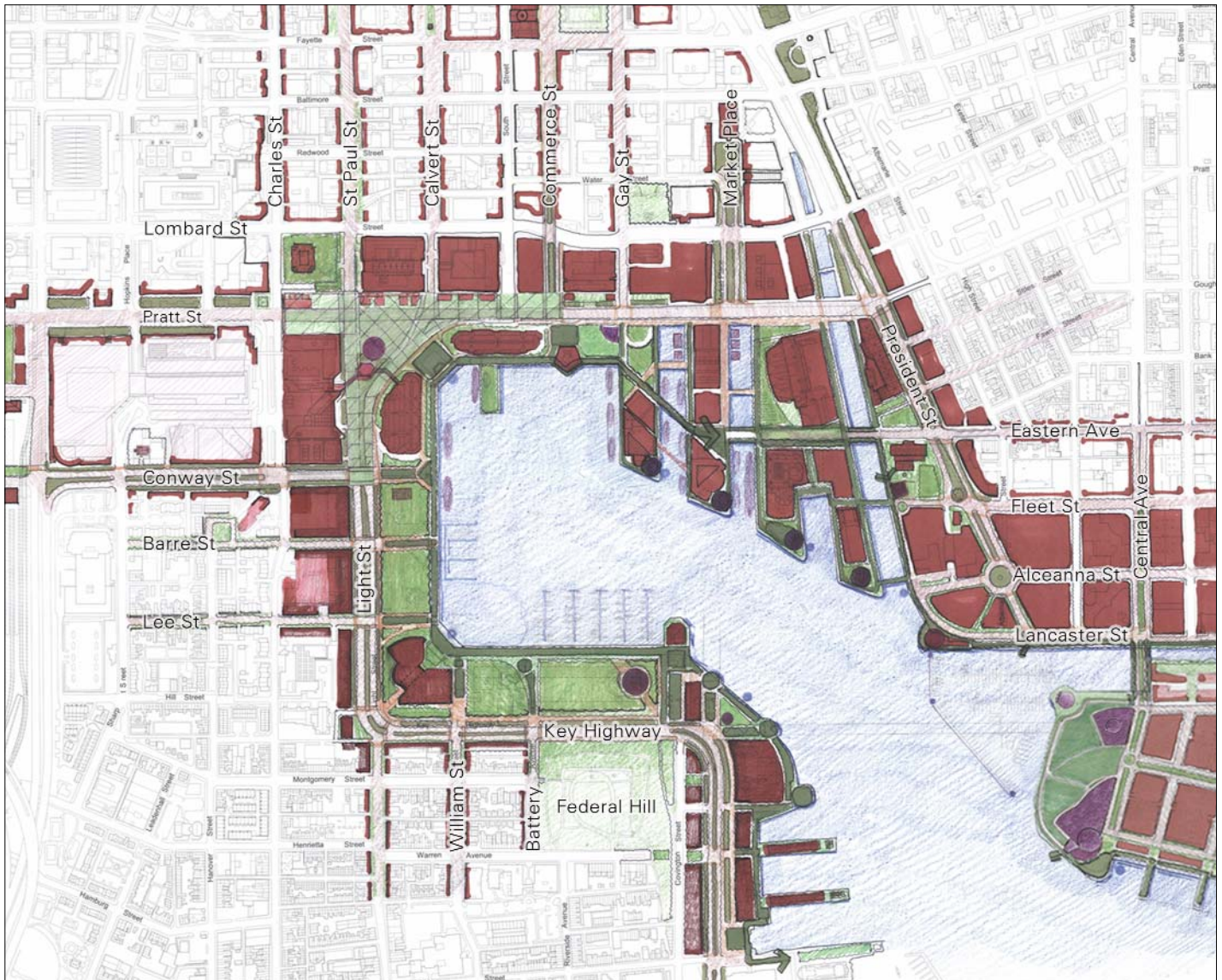
Proposed single planning district

Framework Plan

Based on the design principles, a Framework Plan was prepared. The Framework Plan sets out streets, blocks, parcels (development sites). It identifies the public realm including:

- Public spaces,
- View corridors,
- Streets, and
- Frontages to frame the key open spaces, squares, and streets.

The Framework Plan was used to sketch out a final master plan direction, to identify and prioritize key areas for future design studies, and to build consensus on the general direction of the plan without yet fixing specific recommendations.



Framework Plan

DESIGN RECOMMENDATIONS

After developing the design principles, an extended options study was undertaken. For each site or area of the Inner Harbor district, options were developed in order to arrive at a recommended solution which best meets the agreed master plan principles and the city objectives.

Following review of options, final master plan recommendations were prepared. The following sections illustrate these recommendations and how they are integrated into a single, coordinated plan. The master plan elements are organized into three guiding themes: open space & waterfronts, streets and streetscape, and building development.

Guiding Themes

The guiding themes for Baltimore's Inner Harbor help to organize the key recommendations and can serve as "rules of the plan". They can provide a basis for organizing the more detailed planning, design, and implementation efforts. They can also provide along with the design principles, framework plan, and illustrative master plans a structure for making decisions and guiding future development within the Harbor.

THEME 1: OPEN SPACE & WATERFRONTS

- Reinforce the Inner Harbor district's focus on its open spaces, waterfronts, and the Inner Harbor itself - Baltimore's great Public Space.
- Make permanent existing open spaces and new open space.
- Clarify and extend the public promenade.

THEME 2: STREETS & STREETSCAPE

- Transform the Inner Harbor streets into a high quality pedestrian environment and enhance the transportation network.

THEME 3: BUILDING DEVELOPMENT

- Ensure existing and future development contributes to a dynamic, economically sustainable mixed-use district which contributes to the larger civic realm.

Theme 1: Open Space & Waterfronts

- *Reinforce the Inner Harbor district's focus on its open spaces, waterfronts, and the Inner Harbor itself - Baltimore's great Public Space.*
- *Make permanent existing open spaces and new open space.*
- *Clarify and extend the public promenade.*

The Greater Harbor - General Recommendations

- As the City of Baltimore's central, city-wide, shared amenity, recognize the Inner Harbor as an open space that orders and connects a complex collection of waterfront neighborhoods, parks and trail systems, and civic amenities of the Greater Harbor. Examples of cities which have adopted similar strategies unique to their own context include Boston's "Emerald Necklace" and Sydney's National Harbor Front and Islands Park System.



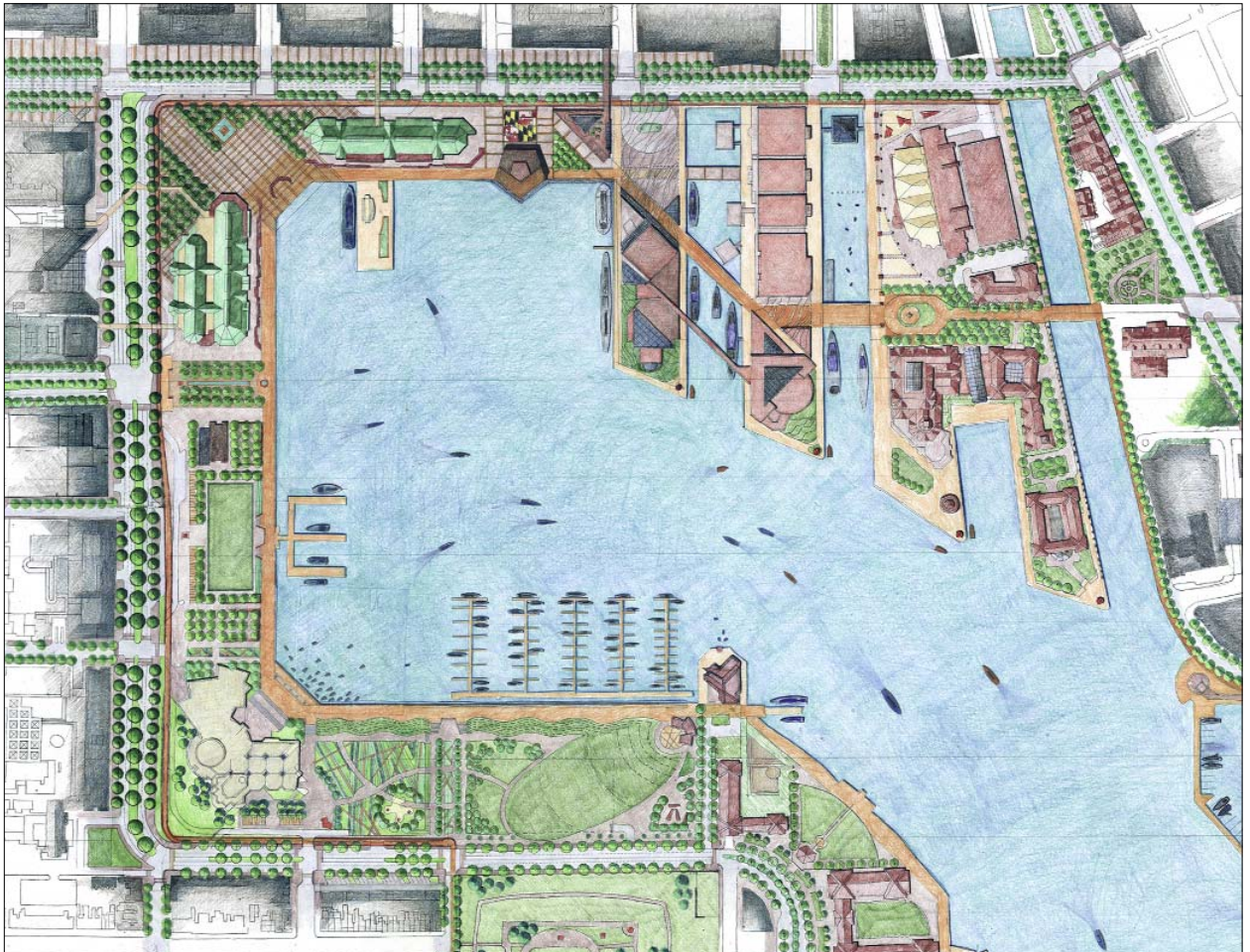
Stan-Ries



Panorama of the Harbor

The Inner Harbor: General Recommendations

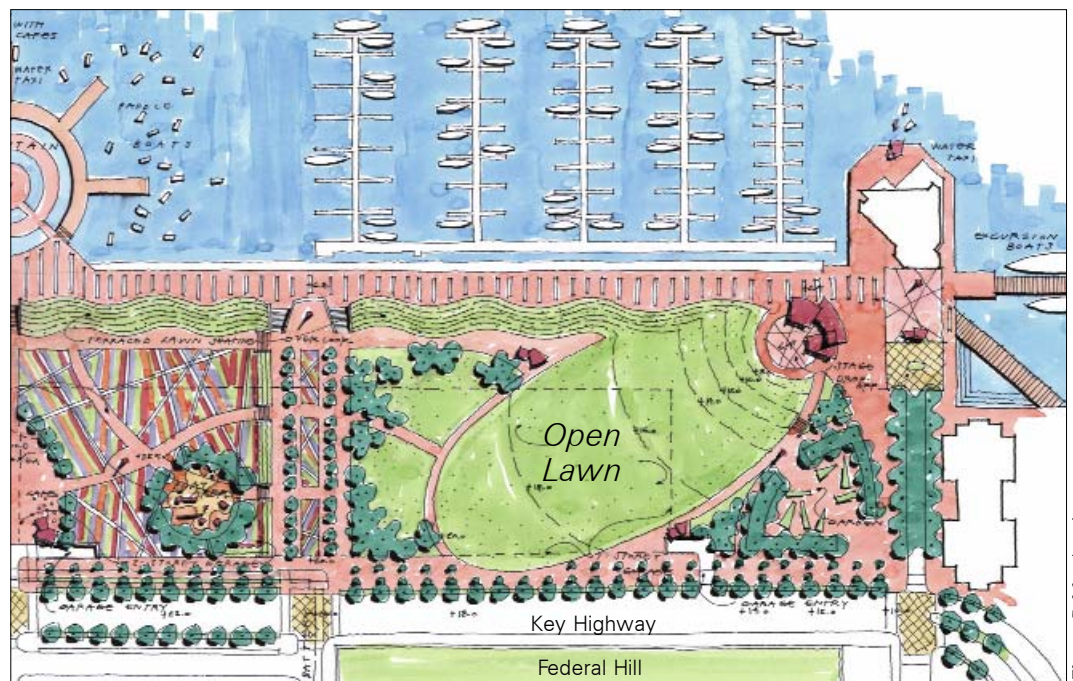
- Design the Harbor Front as a seamless extension of Baltimore's existing public realm.
- Upgrade and/or retrofit existing open spaces and redesign key spaces, which connect places and districts of the Harbor.
- Extend and clarify the promenade route to better connect Piers 3, 4, 5, and Pier 6 and Inner Harbor East. These may include: West Shore, Rash Field, Allied Signal and Propeller Yard sites, Science Museum/Light Street corner, McKeldin Fountain, World Trade Center/ Aquarium front door, the pierheads.
- Maximize public space opportunities at the water's edge, particularly at pierheads and street endings.
- Explore a permanent home for a public concert facility within a park-like setting.
- Redevelop the West Shore and South Shore (Rash Field) as enhanced public parks. Clear out unnecessary service, parking, and concession areas in these areas.
- Establish a major open space and amenity at the Channel Edge of the former Allied Signal site as consistent with current planning policies.



Open Space Illustrative Plan

South Shore Park

- Redevelop Rash Field as an enhanced public park for a mix of recreational and event purposes planned, designed, and maintained at a standard appropriate to its important city-wide and local role.
- Maintain and enhance views from the Key Highway approach to the Inner Harbor with the new park that is on top of the proposed underground parking garage. These changes will recognize the potentials of Key Highway as a major gateway to the City.
- Provide new and dynamic definition to the promenade edge. This could include terraced lawn steps where people will enjoy the sun and views of the harbor activities.
- Relocate the Pride of Baltimore Memorial to the West Shore.
- Establish a new tourist/charter boat slip next to the Rusty Scupper.



South Shore — Illustrative Plan

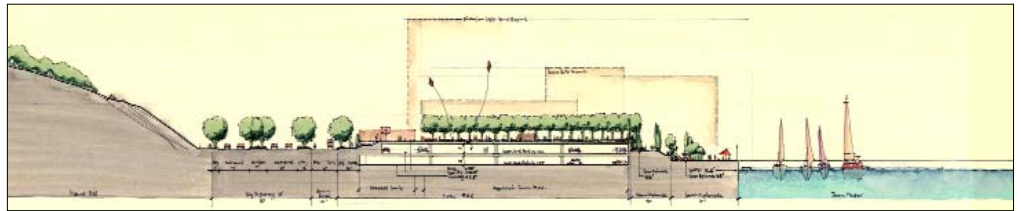
Thomas Balsley Associates



South Shore — Existing Condition

South Shore Underground Parking

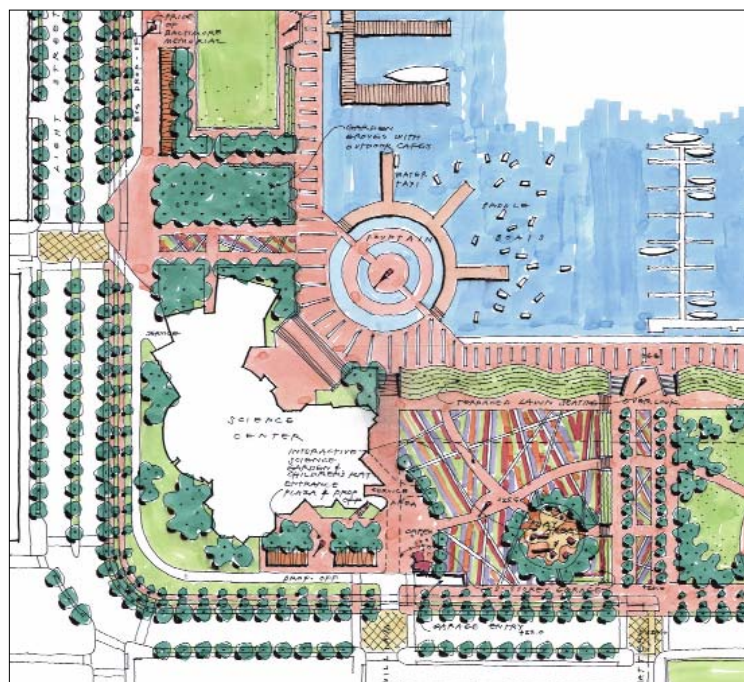
- Plan the proposed underground parking structure to generally preserve views from Key Highway into the Inner Harbor and to not detract from the pedestrian environment of Key Highway.



Section — Federal Hill to Inner Basin

Science Plaza and Battery Street Overlook

- Provide a bus drop-off and new visitor entrance plaza with trellis seating areas, distinctive lighting, furniture and paving on the south side of the Science Center.
- Redesign and simplify the Science Center service area to be a part of the William Street public promenade used for service early in the morning that will then be used as public space during the rest of the day.
- Create an interpretive and interactive science garden as an outdoor extension of the Maryland Science Center on top of the proposed parking structure.
- Provide an active children's discovery and learning play area for visitors and the Federal Hill neighborhood residents.
- Strengthen public access and views to the south shore at Battery Avenue and William Streets with public promenades into the park and overlooks to the harbor.



Thomas Batsley Associates

Science Plaza — Illustrative Plan

West Shore Park



- Redevelop West Shore as an enhanced public park for a mix of recreational and event purposes planned, designed, and maintained at a standard appropriate to its important city-wide and local role. One good model for this kind of space is Bryant Park in New York.
- Remove miscellaneous structures related to boat service and other uses and relocate them to a more suitable location on the Harbor.
- Strengthen public access and views through West Shore at Conway, Barre, and Lee Streets with public promenades into the park.
- Establish a bus drop-off lane suitable for up to 4 buses and limited short-term visitor parking at the new Visitor Center to provide better access and orientation for visitors to the Inner Harbor.
- Provide shaded gathering spaces and outdoor cafes within garden groves of trees that frame views to the Harbor.
- Create a large multi-purpose lawn for events and gatherings that will step down to the promenade and excursion boat activities. This lawn will also provide a new setting for ice-skating during winter months.
- Provide trellis seating areas and a new location for the Pride of Baltimore Memorial at the entrance to the multi-purpose lawn.
- Allow outdoor cafes within a garden groves of trees.

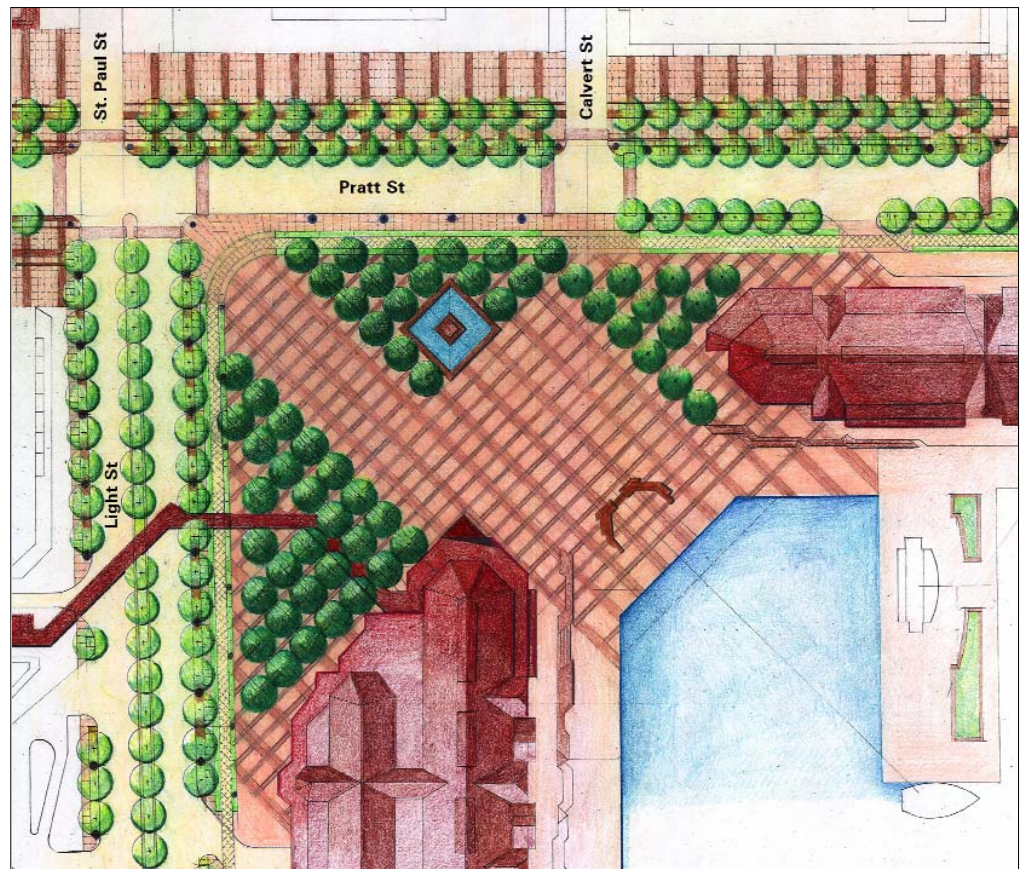


West Shore — Illustrative Plan

Thomas Balsley Associates

McKeldin Plaza

- Enhance this major civic entry to the Inner Harbor. It is Baltimore's "front door". With the proposed realignment of Light Street north of Conway Street to establish a "T" intersection with Pratt Street, this place is fully returned to the public as a major gathering place appropriate for major events, and its potential as a great urban place can be realized.
- Redesign of the Plaza should recognize the full context to include the north side of Pratt Street and the west side of Light Street. This proposal will require the full or partial demolition of McKeldin Fountain which also creates the opportunity to reconsider the bridge connection at this point. Relocation or only partial demolition of the Fountain should also be considered in detailed planning. Additional program elements to consider include a two-story, 30,000sf exhibition center on the history, design, and development of the City of Baltimore.
- The redeveloped Plaza should incorporate a future transit stop and would be an ideal location for the Red Line of the Baltimore Regional Rail.



McKeldin Plaza — Illustrative Plan



Parcel 10— Illustrative Plan

North Shore

- Establish a clear primary public promenade route throughout the north shore from the National Aquarium eastward with distinctive lighting, furniture, and pavement.
- Following completion of the office building on Pier 4, widen the diagonal pedestrian bridge linking Piers 3 and 4 as part of the public promenade route.
- Establish a pedestrian bridge on the extension of the Eastern Avenue alignment linking Piers 4 and 5
- Strengthen public use, access, and views through the north shore at Commerce Street.
- Redevelop Area 10 as part of the open space system. This could include special paving at the base of the World Trade Center and a new two-story café and bus ticket pavilion at the base of the pedestrian bridge. Area 10 changes should enhance proposed Pier 3 changes to the redeveloped bus stop and entry to the National Aquarium.

Piers and Slips

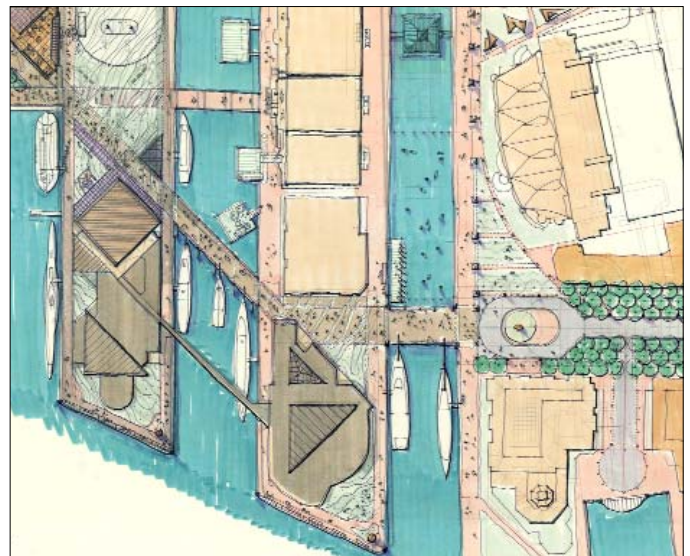
- Greater public use should be made of the piers and slips. An integrated program of new bridges, lighting, and public art should be initiated.
- Develop a lighting strategy to address various scales of day time and night time use as design opportunities.
- Visually connect the north shore piers with large Harbor-scale light beacons at the ends of the piers and smaller pedestrian scale light fixtures along the water's edge to better integrate these places with the open space system.
- The Promenade route through the piers and slips should extend the diagonal of the expanded Aquarium entry and then continue on the Eastern Avenue alignment between Piers 3 and 5. The Promenade should continue to President Street and along the water at Lancaster Street.
- The Promenade character will change as it passes through various parts of the Harbor.



Piers and slips



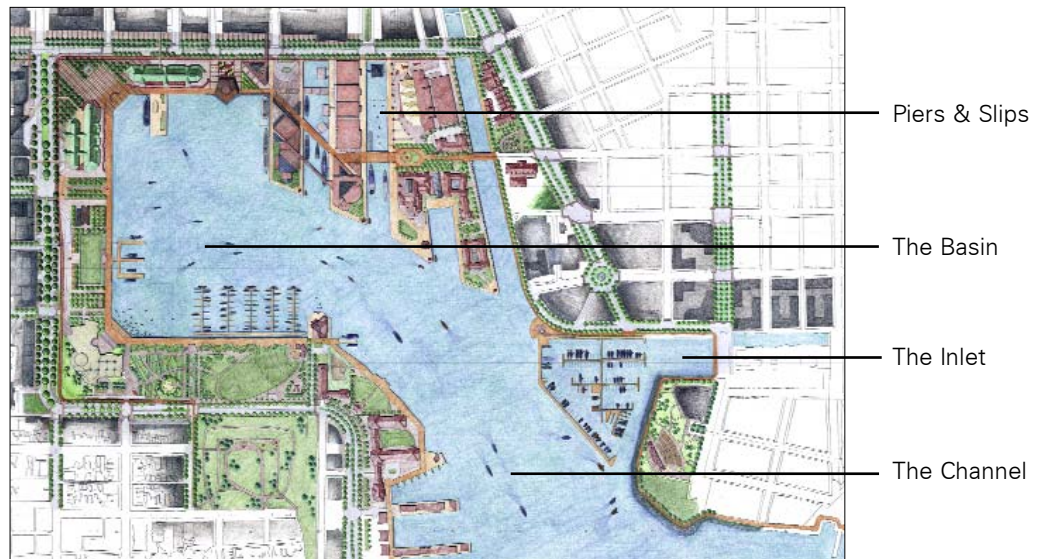
Area 10 — Existing Condition



Piers and slips — Illustrative Plan

Waterside Activities

- Establish four Water-related districts, each focused around a distinct body of water:
 - The Basin, between Pratt Street and Key Highway
 - The Piers and Slips (Piers 3, 4, 5, 6)
 - The Inlet (Inner Harbor East mixed-use development)
 - The Channel (framed by the former Allied Signal and Propeller Yard sites).
- Plan and design each area to bring out the unique physical qualities, distinct mix of uses, and connections to its adjacent waterfront. Each district may contain its own integrated grouping of smaller, special areas and places. These districts can become the basis for updated urban renewal plans and/or design guidelines.



Water-related districts

Water Plan

- Develop a management and lease plan to better integrate uses on land with waterside activities.
- Coordinate the water plan with the Maritime Master Plan (draft 2002)
- Create several coordinated water-side hubs for:
 - Tourists, excursions, restaurant vessels, long distance commuters
 - Local shuttle boats and water taxi
 - Marinas, permanent and transient
 - Working Harbor craft
 - Museum/exhibitions, historic ships
 - Visiting or special ships
 - Smaller scaled recreation, amusement boats (eg. paddle boats)
- Eliminate all unnecessary service, layover, and storage functions within the Inner Harbor, especially those located on the West Shore.
- Relocate the excursion boat tie ups on the West Shore to the Finger Piers to ensure that

excursion boats are tied up perpendicular to the water's edge and do not block views from the Promenade, West Shore Park, and the new Visitor Center.

- Where there is a duplication of water taxi stops in the same location, consolidate these to a shared single location. Such locations which should be consolidated include:
 - McKeldin Plaza
 - Pier 3 tip, east side and Pier 4 tip, west side
 - Pier 4 tip, east side and Pier 5 tip, west side
 - Rusty Scupper
 - Science Center

Concert Pavilion

- Relocate the Concert Pavilion activity from Pier 6 to the open space at the western edge of the former Allied Signal site.
- Orient the future facility to the south-west to frame the eastern edge to the Inner Harbor.
- Plan and design the facility at a scale appropriate to the Harbor.
- Plan and manage the new outdoor concert facility with its spectacular setting so that it becomes one of the great concert destinations.
- Like other cities with waterside concert venues (Hatch Shell, Boston; Butterfly Lake, South Carolina), the new facility should be planned and managed as a public facility. Temporary barriers to allow ticketing can be used but it is important that the area be planned as a continuous part of the open space system.



Concert pavilion at the former Allied Signal site

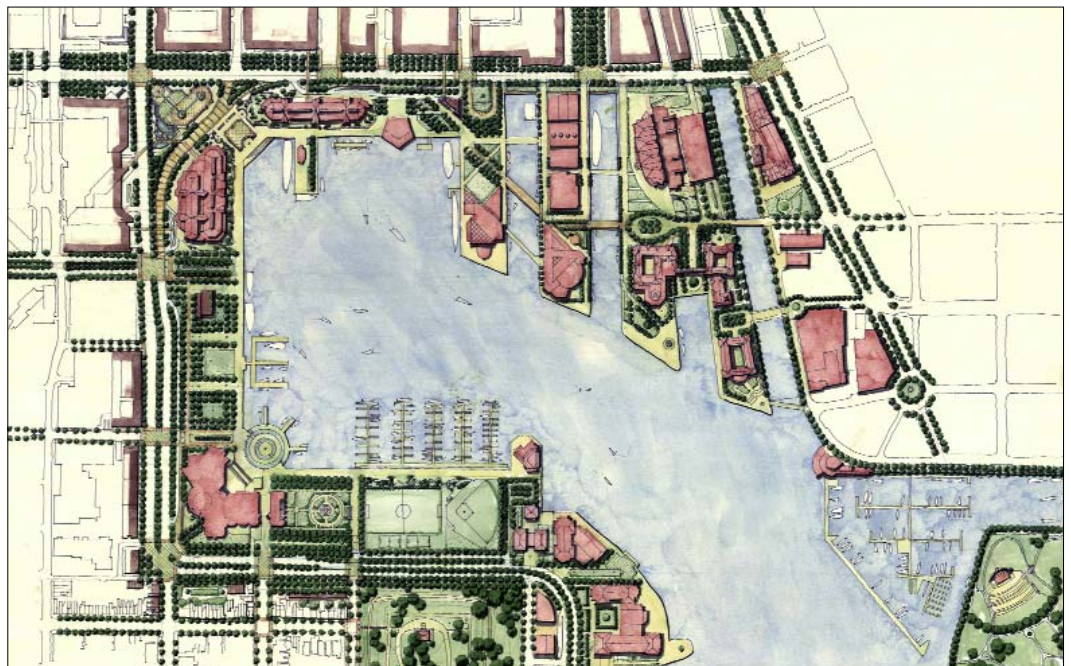
Theme 2: Streets & Streetscape

Transform the Inner Harbor streets into a high quality pedestrian environment and enhance the transportation network.



Harbor Boulevard

- Transform “the ring road system” of Key Highway, Light, Pratt, and President Streets into a more pedestrian-oriented interconnected waterfront boulevard:
 - As a landscape strategy, both sides of the ring road system should have design continuity as a continuous tree-lined corridor and the boulevard should be visually and physically inviting.
 - Eliminate above ground barriers.
 - In order to reduce the physical and perceptual isolation of the Harbor from upland areas, and to create a more balanced pedestrian/auto environment, implement the following strategies: street narrowings; lane reductions; reconfiguration of major intersections and pedestrian crossings; the elimination of barriers (raised medians and planting, fences, walls, horse trolley lane, barriers, parking lots and service drives).
- Reconfigure the key corners and intersections leading to the Harbor as more pedestrian
 - Key Highway at Federal Hill
 - Key Highway/Light Street/Hughes Street
 - Light/Conway Streets
 - Pratt/Light Streets (and McKeldin Plaza)
 - Pratt/President Streets



Harbor Boulevard Illustrative Plan

- Investigate alternatives to the Pratt Street malls (from Paca Street to President Street) including removal of the raised grassed berms, extension of buildings and retail frontages or free-standing retail pavilions.
- Activate with public uses or amenities existing and future building frontages facing Harbor Boulevard.
- Establish a paved, 10' wide, multi-use path on the Harbor side of the Boulevard. The multi-use path will link the Gwynn Fall Trails at its arrival to the Harbor at Battery Avenue and the Jones Fall Trail at its arrival at President Street. The multi-use path should be planned and developed as separate from a pedestrian side walk.

Detailed design investigation is required to fix final solutions but the following sets out the key recommendations for each part of Harbor Boulevard.

Key Highway, from Henry to Light

- Narrow the road to establish continuous two lanes in both directions.
- Allow parallel parking on both sides.
- Establish a planted median between Battery Avenue and Light Street.
- At the Key Highway, Battery Avenue intersection, mark the arrival of the Gwynn Falls Trail to the Inner Harbor with special pavement marking or other devices.



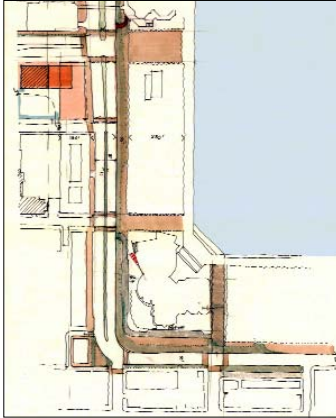
Key Highway

Key Highway and Light Street/Hughes Street intersection

- Reconfigure this intersection to improve pedestrian crossing from and to the Federal Hill neighborhood.
- Reclaim the existing traffic island near the Lutheran Church as open park space.
- Provide curb bulb-outs to define on-street parking as well as shorten the pedestrian crossing distance.



Key Highway — Light, Illustrative intersection plan

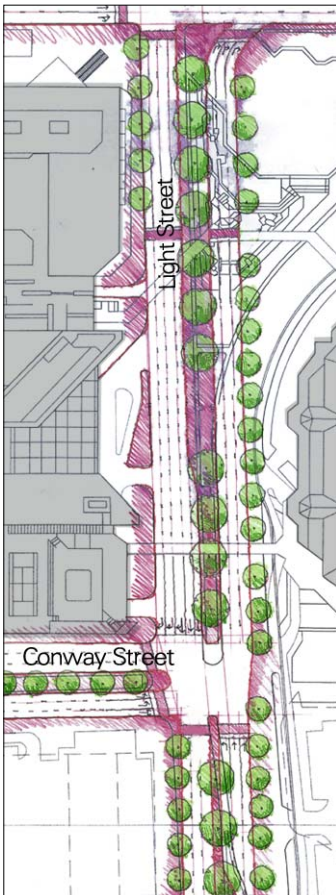


Light Street — South of Conway

Light Street between Key Highway and Conway Street

- Reduce Light Street to four lanes (two lanes in each direction) with a left-turn lane at intersections at either end, and with on-street parallel parking on the west side throughout, and on the east side up to the Lee Street alignment.
- Improve pedestrian crossings at Lee and Barre Streets.
- Remove the horse trolley lane on the east side of Light and convert it to a combination of side walk, planting space, and multi-use trail.

These changes reconfigure Light Street to better match the traffic volumes south of Conway Street, and accomplishes an important part of the progression in downsizing the ring road as its traffic function changes.



Light Street — North of Conway

Light Street between Conway Street and Pratt Street

- Preference should be given to relocate the northbound flow on Light Street, currently aligned with Calvert Street, to a single intersection at St. Paul Street.
- In this case, provide three lanes northbound, terminating at the intersection in a slightly curving three-lane right-turn movement onto Pratt Street eastbound. Continue the existing four lanes eastbound on Pratt Street, as well as the four lanes southbound on Light Street.
- The primary advantage of this option is to free the southeast quadrant of the Pratt/Light intersection from the current ramp-like connection between Light Street northbound and Calvert Street. Not only do the changes allow this land to be part of the Inner Harbor public space, but they also serve to reduce vehicular traffic speeds significantly, by replacing a curve having a 30-40 m.p.h. design speed with a conventional right-angles turn at an intersection.
- The alternative of improving the plaza with the existing road way should also be explored.

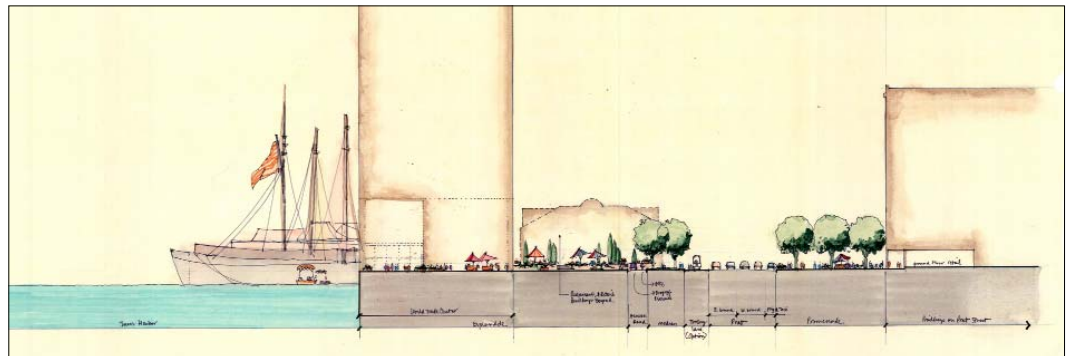


Pratt Street to President Street

Pratt Street between Light Street and President Street

- Remove the trolley lane on the south side of Pratt Street, and convert it to combinations of multi-use sidewalk, plaza and planting space.
- Organize the curb cuts along the south side by minimizing their length, standardizing their size and configuration, and, if possible, eliminating some of them. Remove the steel pipe rail now delineating the trolley lane.
- Mark the arrival of the Jones Falls Trail to the Inner Harbor at the western half of the Pratt and President Streets intersection.

This change will go a long way towards providing a proper pedestrian environment on the south side of Pratt Street. Although the intended east/west pedestrian travel route is in the park-like setting on the north side of Pratt Street, there is nevertheless a substantial demand for east/west pedestrian movement on the south side of the street. Further, simply the appearance of Pratt Street demands that the pavement be narrowed and the curb line organized along this segment of street.

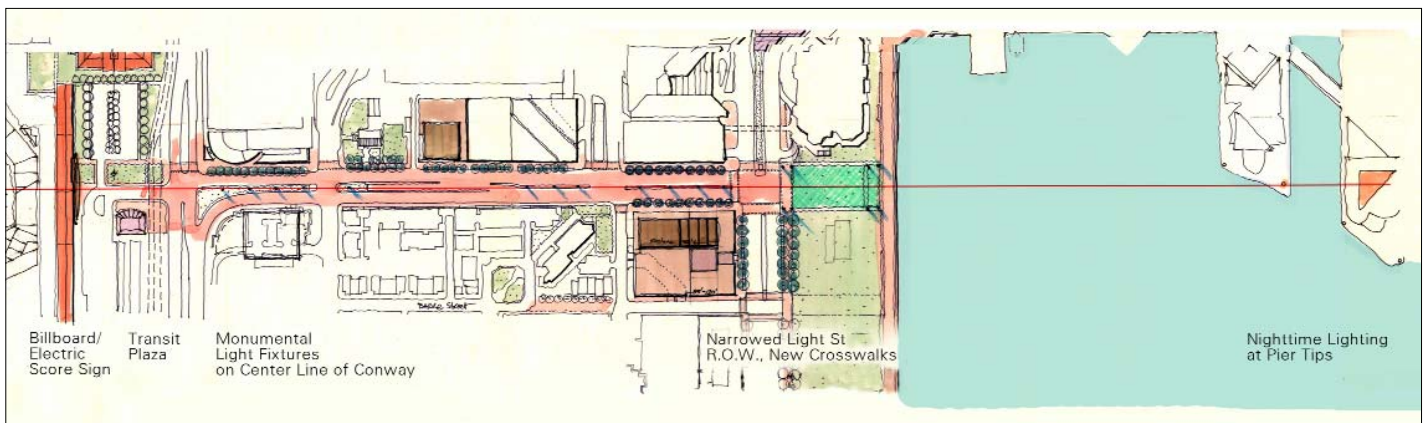


Section — Inner Basin to Pratt Street

Conway Street Improvements

Conway Street is one of the unrealized great streets in Baltimore, linking Camden Yards, the Otterbein neighborhood and the Convention Center with the Harbor. Improvements to the design and character of the street should be made to recognize its dual role as a major approach route and gateway to the Harbor as well as a primary pedestrian link for visitors, residents, and employees.

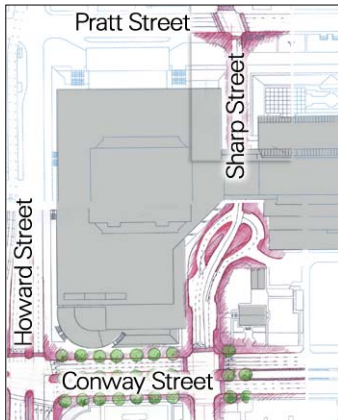
In addition, the street network off of Conway Street should be recognized as a way to decrease pressure on the Light/Pratt Streets connection. The capacity of Howard, Sharp, and Charles Streets should be better utilized.



Conway Street improvements

Conway Street/Howard Street Intersection

- Replace the ramp-like two-lane right turn from Howard Street northbound into Conway Street with two right-turn lanes at a normal intersection. This reconfiguration of the free-flow lanes enables a pedestrian crossing on the south approach of this intersection.



Conway — Sharp

The advantage of this change includes the ability to allow a pedestrian crosswalk across the south leg of the intersection, thereby accommodating movements between the MARC Station, Camden Yards and the Harbor. This movement, already important and likely to become more important in the future, is currently channeled to the north side of the intersection, which in turn positions the pedestrian movement along the north side of Conway Street, and "landing" it on the "wrong" side (i.e., the side with no crosswalk) of the Conway Street/Light Street intersection. The proposed changes will also reduce vehicle speeds, and help accomplish the transition between the freeway driving conditions of I-395 and the intensely urban conditions of downtown Baltimore.

The perceived drawback of the proposed changes is the reduction in speed for motorists turning right from Howard Street northbound into Conway Street. Rather than a free-flow movement uncontrolled by a signal, this movement will instead become a normal urban right-turn movement, controlled by a signal. Further, more pedestrian crossing time will be given to the signal display. However, the slowed traffic will establish a better balance with pedestrians.

Conway Street/Sharp Street

- Convert Sharp Street to a two-way connection between Conway and Pratt Streets and make improvements to the Conway/Sharp intersection to make it more attractive as a north-south route between Pratt and Conway Streets.

Conway Street/Charles Street

- Narrow the western side of the existing median on Charles Street for the entire block to the north of this intersection, extend the western curb of Charles Street (north of the intersection) eastward correspondingly, and create a full four-way intersection at this location. Presently, traffic southbound on Charles Street has, as its only option, a right turn into Conway Street westbound.
- On Conway Street eastbound, provide three lanes as follows: left-turn only, combination left-through, and through only.



Conway — Charles

These changes will convert this intersection into a full intersection, with movement possible in all directions. The net result will be to make Charles Street, between Conway Street and Pratt Street, far more attractive as a north/south route, and therefore a far more effective reliever to Light Street between the same blocks. Thus, the proposed changes shift traffic away from the immediate border of the Inner Harbor, and disperse it to a relatively underused street further from the pedestrian heart of the Inner Harbor area.



Light — Conway Intersection

Light Street/Conway Street Intersection

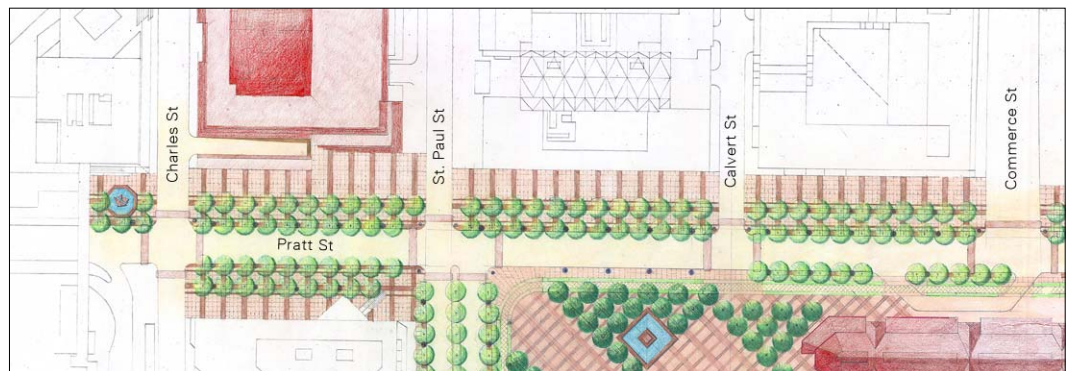
- Reduce the width of Light Street south of this location to four lanes, thereby reducing the pedestrian crosswalk distance, across the south leg of this intersection to five lanes (two lanes in each direction plus a northbound left-turn lane).

This change will reduce the pedestrian crossing distance on what is perhaps the most critical pedestrian crossing location along the entire west side of the Inner Harbor. We concede that pedestrian crossing across the north leg of this intersection is not feasible, given the enormous volumes of turning movements between Light Street north of this intersection and Conway Street to the west. The desirable east/west pedestrian crossing point, therefore, is across the south leg of the intersection. The east/west pedestrian flow includes a large and growing volume of pedestrians, between the Inner Harbor and

the Convention Center, Camden Yards, rail stations, etc. Thus, the shortening of the pedestrian crossing distance on the south leg of the Conway/Light Streets intersection is a major factor in improving pedestrian service.

Pratt Street Malls

- Remove the existing raised, grassed berms and reconfigure the sidewalk as a high quality paved promenade with a double row of street trees.



Pratt Street Malls — Illustrative Plan

Theme 3: Building Development

Ensure existing and future Inner Harbor development contributes to a dynamic, economically sustainable, mixed-use district which adds to the larger civic realm.



General recommendations

- Reinforce the existing pattern of low-rise near the water's edge stepping-up in height to Downtown's high-rise commercial and financial district to the north and north-west.
- Future building development should be sited to ensure primary view corridors to and from the Harbor (water and significant buildings) by encouraging the long side of any building is perpendicular to the Harbor, and not parallel.
- Adopt guidelines which regulate building size, footprint, height and scale along the Harbor front, especially from sites fronting the Harbor Boulevard.

Propeller Yard

If present plans for the Propeller Yard's development do not proceed, then there is merit in reviewing the development plan so that it best contributes to the greater Inner Harbor. The following recommendations and illustrative development plans suggest site design and view guidelines which seek to maximize that potential while retaining the development capacity of the site.



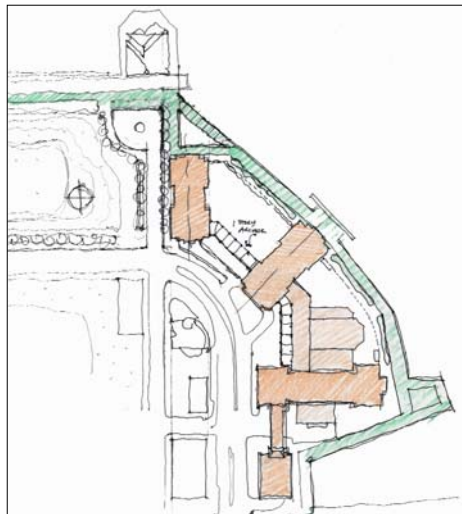
Propeller Yard

Key recommendations

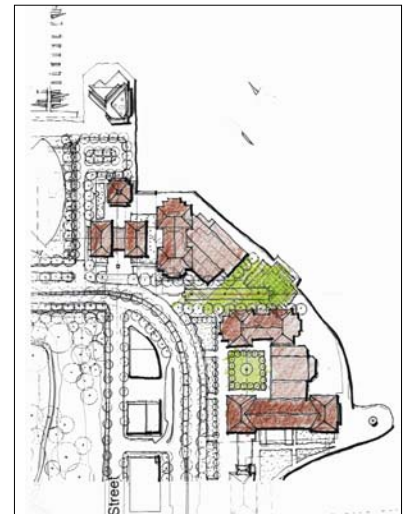
- Cluster buildings to reduce impact of scale at this important corner of the Harbor.
- Ensure Harbor views from both north bound and eastern bound traffic on Key Highway.
- Establish a publicly accessible open space on the water to mark the entry to the Inner Harbor.
- Generally maintain height restrictions to not allow development above Federal Hill (+/- El.85')
- Allow for residential and hotel use.
- Establish an excursion boat stop adjacent to the Rusty Scupper Restaurant.
- Continue the Public Promenade through the site on the water's edge.



Propeller Yard — Option 1



Propeller Yard — Option 2



Propeller Yard — Option 3

McCormick Spice Site

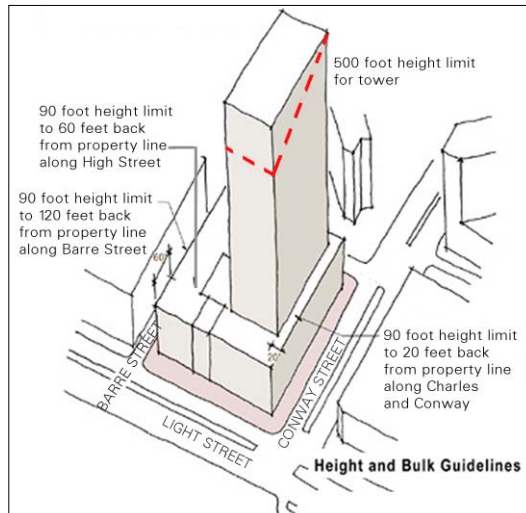
- Maintain a street wall limit based on adjacent buildings to the Street.
- Allow a tower to the western part of the site up to 500' height stepping back from the street wall.
- Hotel, residential as primary uses; office as secondary use
- Reopen Barre Street as a pedestrian lane and for servicing.
- Have active uses on the Conway and Light Street frontages



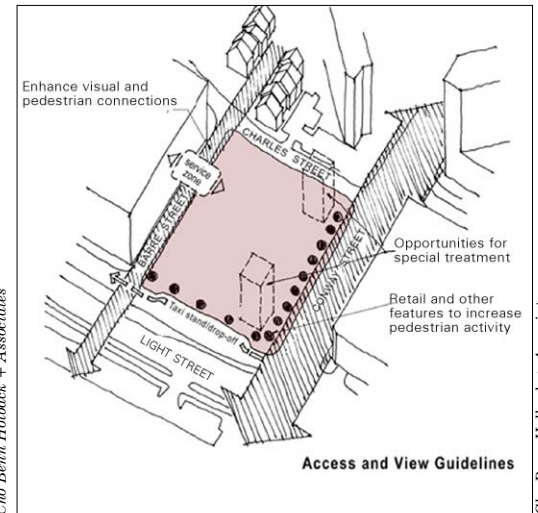
McCormick Spice site — Illustrative plan



McCormick Spice site — existing condition



Cho Benn Holback + Associates



Cho Benn Holback + Associates

Parcels 6A/7A

In considering proposals for these important sites, we recommend:

- Maintain, if possible, views from Pratt to the Camden Train Station
- Maintain, if possible, views from within the Stadium to Downtown
- Maintain, if possible, the Eutaw Street view corridor through the site
- The parcels should contain a mix of uses, including hotel, retail, office.
- Investigate the redevelopment of the parcel south of the Camden Train Station bounded on the south by the extension of the Conway Street corridor and to the east by Howard
- Allow for a future Maglev transit stop

Pier 6

Relocation of the Concert Pavilion activity to another location will allow redevelopment of Pier 6.

Key recommendations for this site:

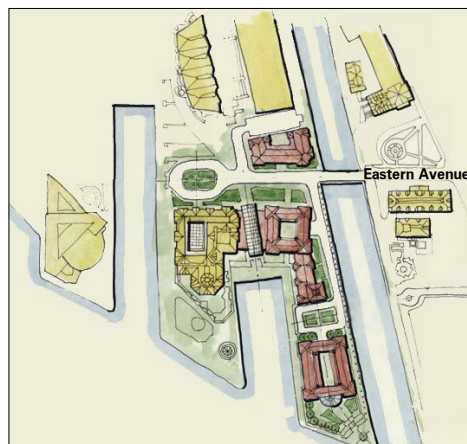
- Low-rise 4-6 stories.
- Extend the full width of the Eastern Avenue view corridor through the site.
- Allow continuous public access (min. 30') to slip sides and 100' from pier tip.
- Permitted uses: hotel, residential, retail, civic.
- Ground floor commercial use is encouraged. A public use at the pier tip and of the development is required.
- Development to the northern side of the extension of Eastern Avenue should screen the proposed parking structure at this location.



View of Pier 6 from the World Trade Center



Pier 6 — Option A



Pier 6 — Option B



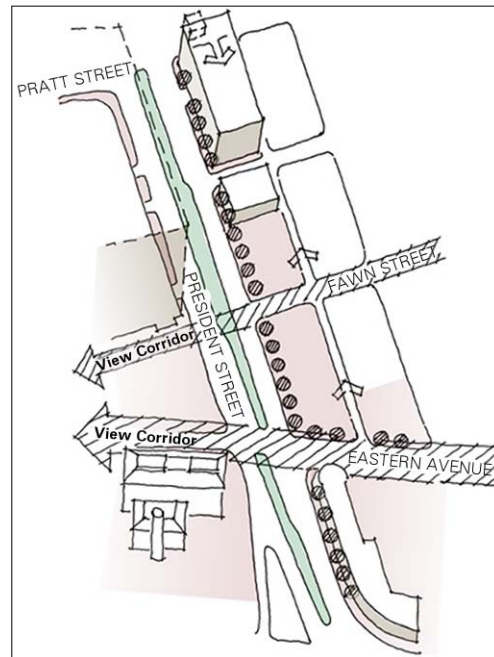
Pier 6 — Option C



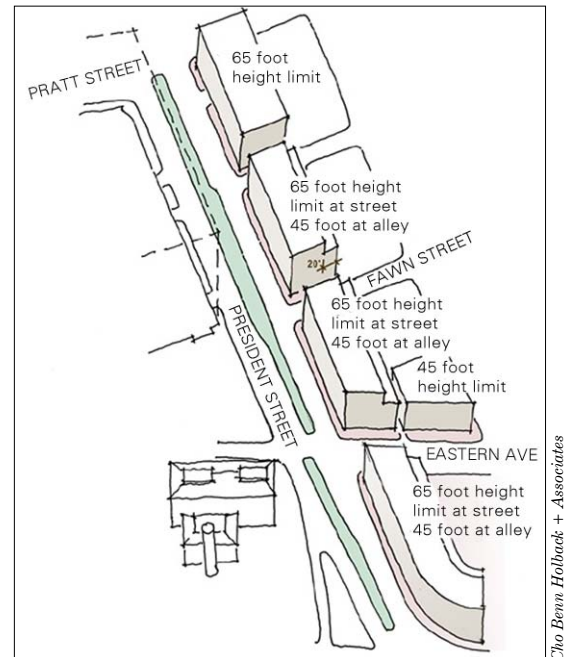
President Street

President Street

- Integrate the neighborhood of Little Italy into the Inner Harbor by creating a pleasant boulevard out of President Street where pedestrian and vehicular uses are balanced.
- 4-6 stories
- Residential with retail at ground level
- Investigate a bicycle lane in each direction.
- Ensure that the view corridors of Eastern and Fawn Streets extend to the water's edge.
- Require public ground floor uses to promote pedestrian activity.
- Prohibit additional curb cuts off President Street.
- Access for parking and service should be off of the alley.
- Respect the scale of the Little Italy neighborhood by transitioning the height of future development from 65' on President to 45' at the alley.
- Additional height may be allowed over 65 feet if it is stepped back from the building edge at a 45 degree angle.



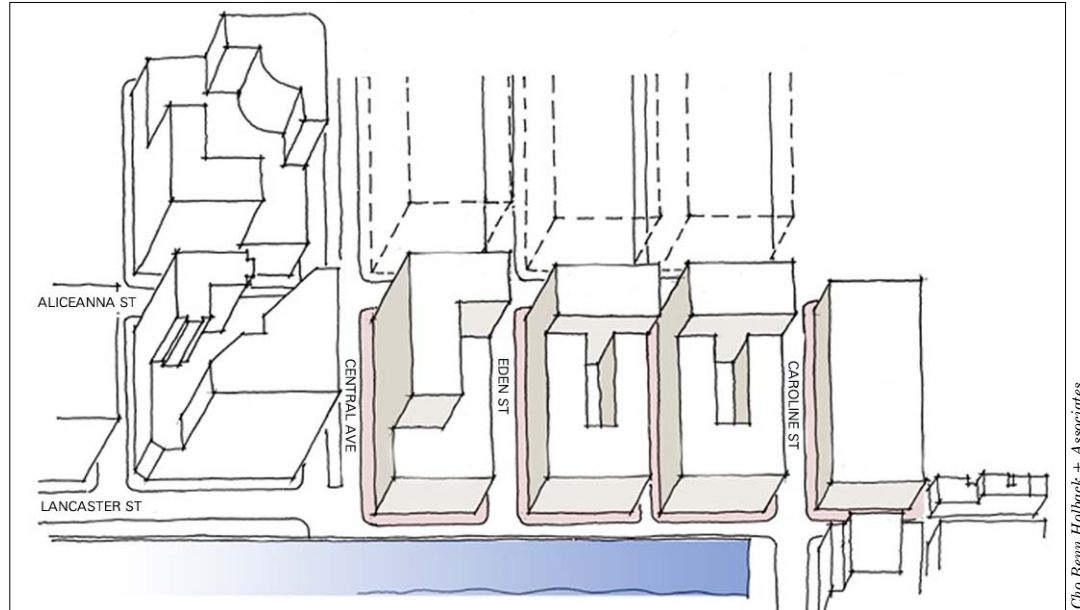
President Street — View Corridors



President Street — Heights

Lancaster Street, Central Avenue to Caroline Street

- Transition development down from Inner Harbor East to Fells Point extending the positive streetscape development
- Building heights stepping from Central to Caroline
- Courtyard building type
- Development pattern should contribute to bringing the influence of the Harbor northward in the Inner Harbor East district
- Primarily residential use with retail and other active public uses on the ground floor to increase pedestrian activity on Aliceanna, Central, and Lancaster Streets



Lancaster Street: Central Avenue to Caroline Street

Former Allied Signal Site

- Maintain the existing City planning requirement regarding permissible density, required open space, and uses.
- Adopt a street and block pattern which reinforces water views to the south and the west from the new streets.
- Adopt a street and block pattern which is consistent with the size of the traditional Inner Harbor East and Fells Point neighborhood. Model size blocks appropriate for this site are those blocks bounded by Fleet, Bond, Lancaster, and Central.
- Establish a public promenade on the entire waterfront as a continuation of the Inner Harbor promenade.
- Conceal parking within the blocks.
- If required, establish a bridge along the extension of Central Avenue.



Former Allied Signal site

Conclusion

The recommendations made in the Baltimore Inner Harbor Master Plan are based in part on the existing potential of streets, open spaces, building sites, and Baltimore's greatest asset, the Harbor itself. They are also based on a 21st century vision which will fully showcase the Inner Harbor's strengths for tourism, employment, residential, and recreational uses.

The Plan strives to reinforce the existing good things already in place or under construction. The Plan recommends an integrated approach to improving the quality and character of the streets and the conversion of the existing traffic focused ring road into a handsome, pedestrian-friendly street which we have provisionally called "Harbor Boulevard." Guidelines for available development sites have been proposed which will contribute to maintaining and in certain cases reinforcing an integrated city fabric. Existing commercial and institutional buildings will be enhanced by the proposed improvements.

New or underutilized park land is a major focus of the Plan. The Plan encourages an intensive management and programming of the rejuvenated land and water realms to further stimulate and celebrate Baltimore's Inner Harbor.

The Plan now calls on the ongoing stewardship of the City and civic-minded Baltimoreans for its adoption and implementation.

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